

REAL ESTATE AND BUILDING NEWS

In Spite of Some Few Drawbacks Business Was Good Last Week

SALES ON BROAD; SUBURBAN HUSTLE

Wall Street May Sometimes Affect Richmond Real Estate, but Only in a Mild Way. New Broad Street Sky-scraper—Bedford County Deal.

The inclement weather of the past week, to say nothing of the heavy downpour of rain at least one day, had a more or less serious effect on the real estate trading, cutting down the volume of business that might otherwise have been done. And then, too, it is said that the little slump in Wall Street made some difference here in Richmond. Richmond investors, or some of them at least, keep an eye on Wall Street, and it is no secret that not a few of them handle stocks just a little. While none were scorched by the slump to any serious extent, the doings on Wall Street kept their attention so closely that real estate speculation at home was slightly neglected. However, there was noticeable activity and not a little new inquiry. The total sales for the week are conservatively estimated at \$175,000. The activity was general, and while the bulk of the transactions were in the western section of the city, and for the most part were on the smaller order, there was inquiry in all sections of the city and in all of the suburbs. It is estimated that within the past two weeks not less than \$60,000 to \$75,000 worth of lots have changed hands in the Soldiers' Home section and along the Rosemeath Road.

New Property Opened Up. The Lisburn property, owned by Matthew Gilmore, and now represented by Blanton & Purcell, has been cut up into 165 forty-foot lots and put on the market. These lots lie to the west of Rosemeath Road and between Grove and Patterson Avenues. Since October last Blanton & Purcell have disposed of nearly all of the 425 Monument Heights lots and they are now tackling the Lisburn lots.

The fact is that all West End property is decidedly active, and while for reasons given above the sales were not altogether as numerous as the past week as the agents could have wished there was no letting down in the matter of inquiry, and as a matter of fact there was increased interest in residential property in the western regions.

Broad Street Doings. Good business was done in Broad Street property, one firm alone, Pollard & Bagby, reporting sales aggregating more than \$50,000, which consisted largely of property on that street.

The "Temple block," on Broad Street, is nearing completion. It is the splendid semi-skyscraper which Robert Whitte and Dr. Ladengurg are erecting at the corner of Jefferson and Broad Streets, just west of the Masonic Temple, from which it takes its name. This imposing new building is only one story less in height than the Masonic Temple, which stands majestically on the eastern end of the same block. J. Thompson Brown & Co., who have the management of this property, tell the man of news that even before the picks and the spades went into the ground to prepare the foundations for this building several of the proposed stories were spoken for by renters, and thus the alleged philosophy of the pessimists was knocked into the middle of next week. Every one of the stores in this new block have been leased, and that, too, before the agents had a chance to place upon the proposed building any rent cards. What is more, all of the stores have been placed on long-time leases. When completed this will be one of the handsomest blocks in the city.

Richmond Money Out of Town. Among the big deals consummated in this city during the past week was the sale to Bedford City capitalists of the Amherst Pump Company's big water-power on James River, away up on the border of Bedford county. This property was owned by Richmond capitalists, and the deal has been on some time. W. H. Abbott, attorney for the town of Bedford City, came down here during the past week and finally closed the transaction with J. Thompson Brown & Co. It is understood that the town of Bedford City has bought the property for the purpose of installing an electric power plant that will not only light the town but furnish power for all manner of machinery, and thus give Bedford City a chance to become the manufacturing town that its raw material surrounding is destined to be.

Charles A. Rose Co. report some mighty good sales for the past week, aggregating nearly \$40,000. The property sold includes residences and lots on East Franklin Street, on South First Street, a store on West Broad and the lot at the corner of Grace and Monroe.

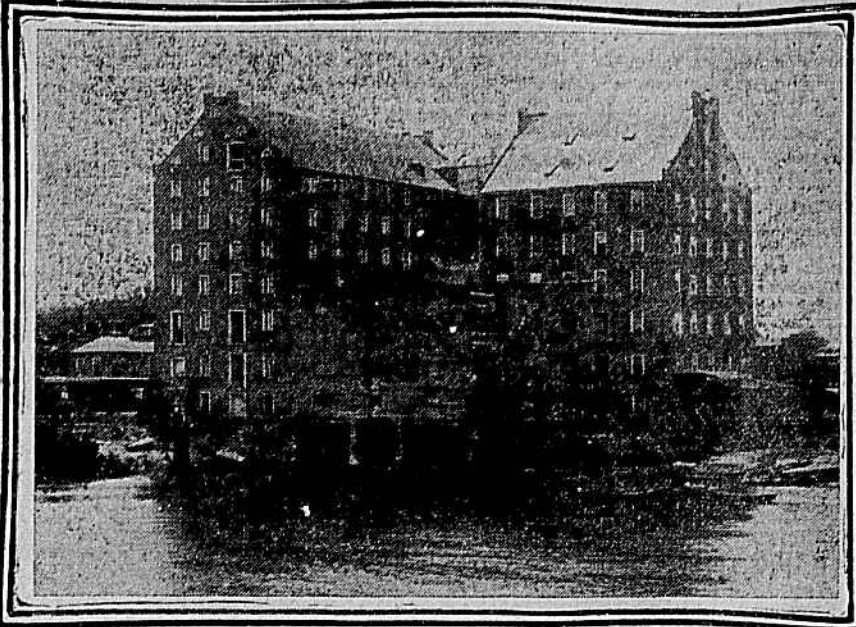
In the Suburbs. The suburbs were fairly active during the past week, notwithstanding the unfavorable weather of a part of the time. Vaughan & Williams, who have charge of Harrowgate, the most delightful semi-farmhouse village suburb in Chesterfield county, report much inquiry for Harrowgate lots and gardens. The annexation talk and the dead certainty that a considerable portion of Chesterfield is ere long to be a part of Richmond is much of a feather in Harrowgate's cap.

Battery Court is looking up in these days, and notwithstanding the awfully cold weather, the owners of this property are pushing things. There has been no relaxation in the work of laying down sewerage pipes, perfecting sidewalks and grading the lots. Battery Court is helping by some to the coming suburb of Richmond.

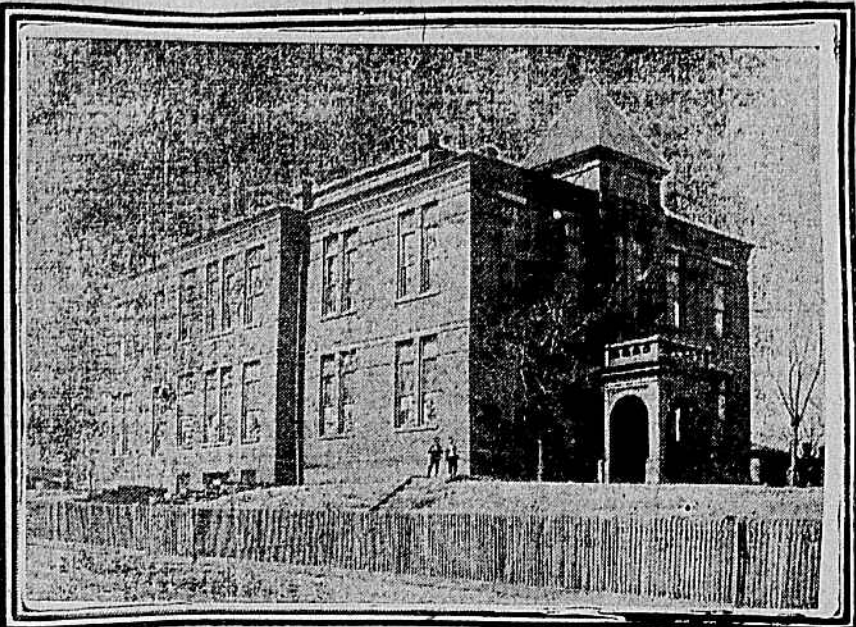
Woodland Heights, on the south side of the James, has been active, and

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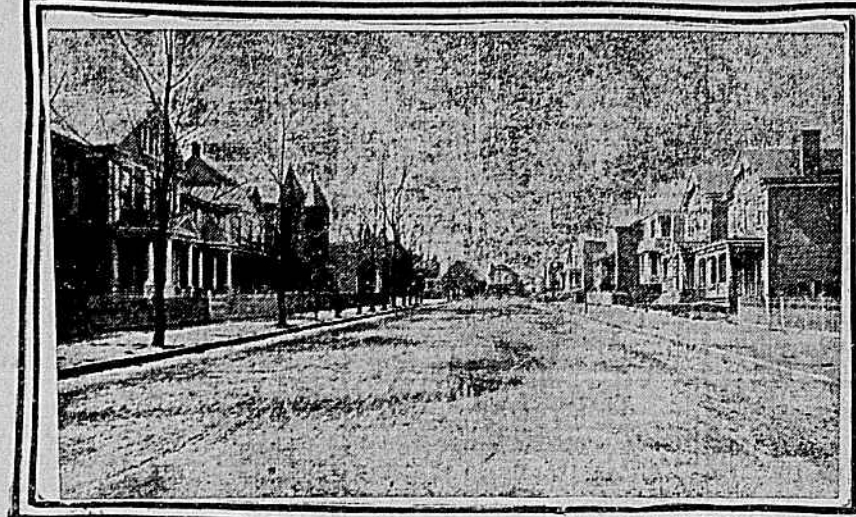
"WASHINGTON WARD," OR MANCHESTER



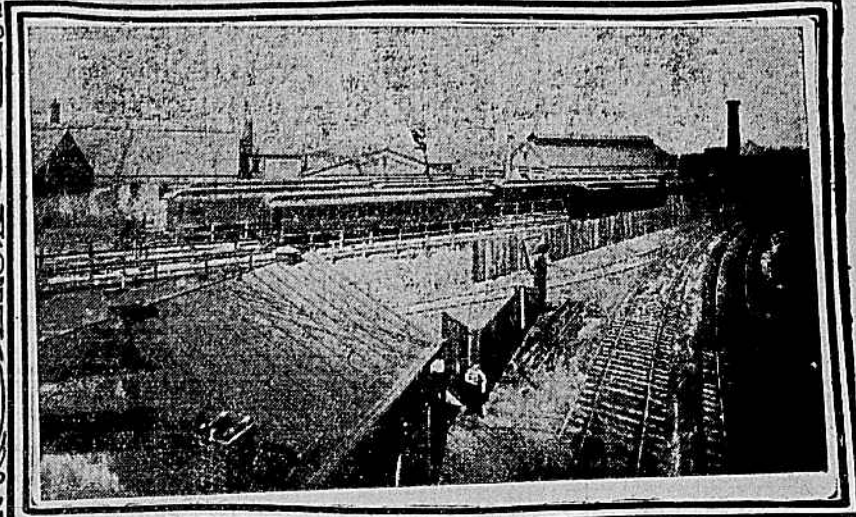
FLOURING AND PAPER MILLS.



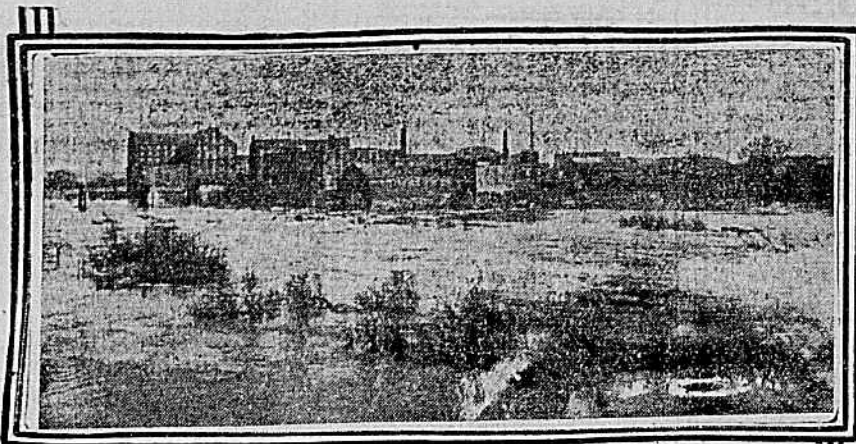
MANCHESTER SCHOOL BUILDING.



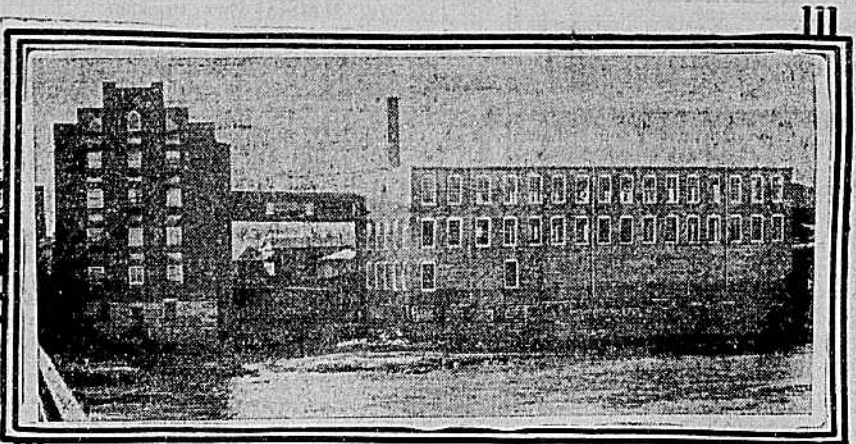
RESIDENCE STREET SCENE IN MANCHESTER.



RAILWAY SHOPS.



MANCHESTER RIVER FRONT.



MANCHESTER FACTORIES.

GARY STREET ROAD OUT IN HENRICO

And Also as It Is Within Richmond City Limits as Newly Made.

A JUST WAIL FROM HENRICO

Richmond Ought to Meet the County at City Limits With Good Roads.

BY FRANK S. WOODSON.

The Cary Street Road, which is a leading pathway into and from a large part of the newly annexed territory of Richmond, running out into the wilds of Henrico county, or that portion of it known as Tuckahoe District, is perhaps the most interesting section of suburban Richmond. Fortunately for Richmond, and fortunately for Henrico county, the bulk of the good property on this road is owned by men of means who are interested both in Richmond and county property. Within the past year or two some of the best work on good roads has been done on this same Cary Street Road, and so far as the out-of-town work is concerned that work has about been completed.

This work, so far as it can be done by the private property owners, extends from the new city limits westward to a point near Rio Vista. The work so far completed consists of a twenty-foot macadam road, oiled and asphalted most of the way. It is a good piece of road building, probably the best sample of first-class road work in Virginia, or at least in this part of Virginia. It has been expensive, very expensive, but then the men who had the matter in charge did not care very much for expense, so they got a good road and made a good object lesson.

Private Money Invested. Of the \$15,000 and more raised to make this a good road, one-fourth was raised by private subscription from the property owners along the route, something like one-third was chipped in by the county, and the balance was put in by the State in convict labor and perhaps a little bit in cash.

This Cary Street Road, as far as it is good, is by far the best road entering

(Continued on Third Page.)

GREAT PROGRESS IN ROAD BUILDING

Marked Advance in Sentiment During Year in North Carolina.

QUESTION OF STATE AID

Future Work Depends on Attitude of the Next Legislature.

[Special to The Times-Dispatch.]

Raleigh, N. C., January 22.—North Carolina's road-building activities are steadily increasing in both the volume of effort for the construction of individual good roads, and in the scope of territory being infused with efficient "good roads" enthusiasm. Three especially compelling forces in this result are the western automobile highway—New York to Atlanta—crossing the State via Winston-Salem, Greensboro and Charlotte; the Capital Highway—New York to Atlanta—that passes through Henderson, Raleigh, Southern Pines and other central Carolina towns; and the Appalachian highway movement, that came in for a special uplift in the recent good roads convention at Asheville.

It appears as if the next Legislature will be called upon to very greatly change the State road law. The 1909 Legislature made an appropriation of \$5,000 to the State Geological Survey for the special work of stimulating the construction of good roads throughout the State, and to as far as possible give assistance to the various counties requesting it in the engineering phase of road-building. This work has devolved on Dr. Joseph Hyde Pratt and his assistants, and the indications last night were that the receipts of Burley sales, which will be the largest in the history of the market.

Dr. Pratt declares that the great demand that has developed for this help in the counties fully demonstrates the necessity of greatly increased appropriation if this work is to be carried on. He has not been able to supply anything like all the help called for in work of this kind. It is shown clearly, he says, that the counties desire aid of this kind. Not less than \$25,000, he thinks, would be absolutely necessary to meet this demand. The universal verdict, too, on the part of the authorities, of the

(Continued on Third Page.)

ALL MARKETS SHOW LARGER RECEIPTS

Better Seasons Cause Warehouse Floors to Be Crowded With Weed—More Than Million Pounds Sun-Cured Sold in Richmond.

Better tobacco seasons have crowded all of the leaf markets of Virginia and North Carolina with the weed, and the sales on all these markets during the past week largely exceeded those of any previous week of the present year.

In Richmond the warehouse floors were filled to their utmost capacity from Tuesday morning until Friday night, and a little more than a million pounds of the sun-cured stock was sold. Notwithstanding the heavy deliveries, there was no letting down in prices, the market being very active all the week. Some sun-cured wrappers sold as high as \$48 per 100, and from that down to \$20, while good sound fillers were equally as active. The receipts by rail have been so heavy it has been found necessary to have special sales at all the warehouses to-morrow. The offerings will be of sun-cured stock, that came in by rail, and White Burley. It is estimated there is already in hand for this special Monday offering some thing like a half a million pounds of sun-cured, and it is likely that the sales of White Burley will be the largest of any single day since the Burley business commenced on this market.

Barley Sales. Owing to the rush of sun-cured and other Virginia dark tobaccos, the sellers of white Burley had but a poor showing the past week. Only two thousand pounds were offered, the offerings being about 50,000 pounds. The buyers were on hand in full force, however, and the market was decidedly active.

The receipts of Burley for the sales of the present week were large, and the indications last night were that to-morrow's offerings of these types will be the largest in the history of the market.

The Tobacco Board of Trade has decided to give the Burley sales, regular daily order from now on.

The following are some of the quotations: (Green) mixed—Dark red, 8 to 9 1/2 cents; bright red, 10 to 11 1/2 cents; white or color, 11 1/2 to 12 1/2 cents.

(Continued on Third Page.)

bright red, 17 to 18 cents; white or color, 19 1/2 to 21 cents. Common short leaf—Dark red, 12 to 13 cents; bright red, 13 1/2 to 15 cents; white or color, 15 1/2 to 16 1/2 cents. Common leaf—Dark red, 13 1/2 to 14 1/2 cents; bright red, 15 1/2 to 17 cents; white or color, 17 to 18 cents. Medium leaf—Dark red, 15 to 16 cents; bright red, 17 to 18 1/2 cents; white or color, 18 to 19 cents. Good leaf—Dark red, 16 to 18 cents; bright red, 18 1/2 to 20 cents; white or color, 19 1/2 to 20 cents. Fine selections—Dark red, 18 to 19 1/2 cents; bright red, 20 to 21 cents; white or color, 22 to 25 cents.

Satisfactory Prices Prevail.

[Special to The Times-Dispatch.] Lynchburg, Va., January 22.—Sales of loose tobacco on the Lynchburg market for the two weeks ending January 22, as reported by John L. Oglesby:

Sold week ending January 14, 241,300  
Sold week ending January 21, 579,100

Increase week ending January 14, 337,800  
Sold from September 1, 1909, to January 21, 1910, 6,454,800  
Sold from August 17, 1908, to January 21, 1909, 11,251,900

Decrease for 1910 4,827,100  
The receipts this week were much heavier than last, and the tobacco offered was largely of the medium and good grades, there being but little in proportion of the common and fine.

The quality, color and condition of the tobacco was fairly good, but the size was rather small. The tobacco offered was largely of the medium and good grades, there being but little in proportion of the common and fine.

The prices on all grades were fully up to quotations, which were as follows: common, 5 50 to 5 50; Lugs, medium, 5 50 to 6 50; Lugs, good, 6 50 to 8 00; Leaf, common, 6 50 to 7 50; Leaf, medium, 7 50 to 9 00; Leaf, good, 9 00 to 11 00; Leaf, fine, 11 00 to 15 00; Leaf, wrappers, 15 00 to 22 00.

This makes the highest average price of any week this season.

(Continued on Third Page.)

CORN-GROWING IN DEAR OLD VIRGINIA

The Boys Are Catching On. Ralph Belwood Has Set the Pace.

OTHER BOYS IN LIMELIGHT

Farmers' Co-Operative Demonstration Work and What It Is Doing for Virginia.

BY F. S. FARRAR.

Assistant State Agent of Farmers' Co-Operation Work.

Jetersville, Va., January 22.—I have noticed with pleasure the article in The Times-Dispatch, which so heartily commended Ralph Belwood and his splendid success in corn-growing. He has been particularly gratifying to see the interest the Times-Dispatch and other newspapers have taken in this and the prominence they have given to it. It has also been a pleasure to see the government's recognition of his services, which has thus placed a premium on industrious and intelligent labor.

This is certain to be productive of great good, and will prove an incentive to the farmer whose success or failure has heretofore been received with absolute indifference.

The farmer of the future must be a business man and his calling must be given a station of honor and dignity. There must be a difference made between the man who pursues system and method and the one who lets things take care of themselves.

First among these come Leslie Hatcher and Arthur Bass, who made the second and third best yields in Chesterfield county, with 92% and 85 bushels to the acre.

In Dinwiddie county splendid work was done by 135 boy demonstrators. These were led by Wirtly Gates, with a yield of 115 bushels. Garland Chandler came second with 109 bushels to the acre, while four boys reported a yield of 107 bushels to the acre; nine

(Continued on Third Page.)

MANCHESTER MUCH IN THE LIMELIGHT

Second Oldest Town in Virginia.—Record Antedates Richmond

ANCIENT HISTORY BROUGHT TO FRONT

Manchester Was a Town Before Richmond Was Born—Mosquitoes Scared the City Fathers Away From City Greatness—History and Tradition.

BY FRANK S. WOODSON, Industrial Editor.

Manchester is very much in the limelight in these latter days. The question of annexing that good city on the south side of the James to Richmond is an old one. According to the records it has bobbed up every now and then ever since old Father Byrd laid off the city of Richmond.

Every time the question has come up it has been settled, whether for good or for bad this deponent sayeth not, by the politicians and the statesmen. It is to be doubted if the people have ever had a real say in the matter. It looks now as if they are going to get a word in edgewise or otherwise, and when the people begin to talk something is going to be done, and it is pretty certain that it will be done right. The people may decide in favor of annexation; they may decide the other way, but whatever may be their decision it will come mighty near being the right thing, at least that is my opinion.

One of the Oldest. I am sure I do not know how the people are going to settle the matter at this go 'round, but it now looks very much as if Manchester is to become a part of Richmond. As for that matter, it has always been a part of Richmond, and a very important part in industrial and commercial ways.

Some few remarks about Manchester just at this time may not be out of place. Manchester people and Richmond people of this day and generation may not know it, but the fact is that the town on the south side of the river is really older than Richmond itself. It was a town, an incorporated town, I guess, before old Father Byrd laid off Richmond. Indeed, ancient history tells us that Manchester is the second oldest town in Virginia, and therefore the second oldest in the United States, being incorporated next to Jamestown and long before Williamsburg was laid off and "made a city." I am not sure that there are any records to prove this fact, but sometimes tradition and history that come down by "word of mouth," as the Masons say, is more reliable than written history itself.

Old-Time Cities.

Anyhow, some very ancient history or tradition that I have gotten hold of tells me that Manchester, next to Jamestown, is really the very oldest settlement in Virginia, having been laid off and settled in the spring of 1607, a little more than 300 years ago, and at least three centuries before William Penn got busy with Philadelphia. Manchester was called a city before Father Byrd tickled Richmond, but in those ancient days any kind of a settlement was called a city. The town of Williamsburg when they were only straggling conglomerations of log cabins were called cities.

The settlement was referred to before the Revolutionary War as a city, and it is to be doubted if it had a thousand inhabitants at that time, and for many years after that time. As a matter of fact, it was after the days of railways that Manchester really became a city. If we speak of a thickly populated place as a city, and apply the term only to big places.

Factories Made It.

Nevertheless, even before the days of railways Manchester was a town or a city of no mean report. The iron mines and the coal mines of the upper James emptied their wealth in the lap of Manchester, and the result was iron works and smelting foundries and all that kind of thing. And then, away back yonder, cotton found its way to Manchester, and there were cotton mills galore. Paper mills and flouring mills and wood-working factories followed, and thus in the early days Manchester became, like its English namesake, a manufacturing town and the home of many factory operatives.

There were many fogies in Manchester in the olden time who did not want to see the town grow to great proportions. When the question of a canal up the James was mooted Manchester had the call for the deep water end of it. The idea was to turn the waters of the river at Boshers' Dam to the south side and make the eastern end of the canal as well as the basin and the docks for ships on the Manchester side.

Afraid of Mosquitoes. I have before me an old map and survey made in 1835, showing the feasibility of this scheme, which map was given me by Walter E. Grant, supervisor of Tuckahoe District, in Henrico. Here is its title, which is self-explanatory: "PLAN of a Survey on the South side of James River."

With a view to a Canal to be Carried from Boshers' dam to a Basin at Manchester.

And also of Several operations near and below that town to ascertain the most eligible way of Communicating with The Shipping.

By C. Crozet, P. E. 1825.

Richmond for some reason did not care very much about the Virginia and Kanawha Canal, and Manchester could have gotten it by this survey, but it declined to receive it. Tradition says the powers then in the saddle gave as their reason for declining this great internal improvement the fear that the deep water basin, the dock and the canal would breed mosquitoes to disturb the slumbers of the good citizens of Manchester. But

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